New Multi-Media Interface Tester Service Tool

Home Page - FM

When owners bring in their vehicles for service regarding connecting a device to the audio system, a new service tool is now available to help with diagnosis. The Multi-Media Interface Tester (MIT), EL-50334-20, is designed to perform pass or fail testing on the Bluetooth®, USB and auxiliary jack connections.

SPY MULTI-MEDIA

INTERFACE TESTER

EL-50334-20

The MIT outputs four distinct audio files to test the Bluetooth, AUX/Line-In, and USB functions of the audio system. The operation of each test function is confirmed by a confirmation message played back through the vehicle's audio system.

The MIT, for example, can test the ability of the infotainment system or OnStar system to pair a device. It also can place a test call and confirm that the Bluetooth system is working properly.

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New Multi-Media Interface Tester Service Tool -

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Test Modes

MIT test modes include:

- Bluetooth Test Modes
 - Pairs with vehicle (Hands-free cell phone)
 - Places a simulated test call
 - Confirmation message of proper Bluetooth system operation
 - Streaming audio from a mobile device (currently not available on Camaro and Sonic)
 - Confirmation message of proper Bluetooth streaming audio system operation
- USB Test Modes:
 - Connection detection
 - Confirmation message of proper USB system operation
- Auxiliary Jack Test Modes:
 - Connection detection
 - Confirmation message of proper auxiliary jack system operation

The MIT is powered by a USB cable. The included USB power adapter can be used to power the MIT on vehicles that do not have a USB port. The included RCA adapter cable is used to test the audio (Line-In) functions on vehicles using that connection instead of the 3.5mm auxiliary jack.

User's Guide



The user's guide for the MIT is available on the tool in a pdf format. To access the pdf, connect the USB cord from the MIT into a computer and press the TEST SELECTOR button until the USB LED indicator illuminates. The computer will recognize a new device and allow access to the folder where the user's guide is stored. The guide can be viewed or printed from the folder.

(§) Thanks to Katul Patel, Robert Hrabak, Paul Gallo and Lana Fawaz

Transmission Oil Cooler Flow Check and Flush Test

When performing a transmission oil cooler flow check and flush test on the 2003-2010 Vibe, 2002-2007 VUE, 2003-2004 ION and 2008-2009 Astra, essential tool J-45096, Transflow Transmission Cooler Flusher, should be used. This procedure applies to both automatic and manual transmissions that do not use DEXRON®-III or DEXRON®-VI transmission fluid.

A plugged or restricted transmission oil cooler and pipes may lead to insufficient transmission lubrication, elevated operating temperatures, and ultimately, premature transmission failure. To prevent this, follow the transmission oil cooler flow check and flush test procedures outlined in the appropriate Service Information and #PI0537.

The procedure involves:

- Machine set-up
- Determining the minimum flow rate
- · Back flushing
- · Forward flushing
- Flow testing
- · Code recording
- Clean up

The J-45096 transmission oil cooling system flush and flow test tool replaces other cooler flushing tools. The J-45096 tool is a self-contained unit using a 12-volt flow meter, shop air supply and DEXRON-VI automatic transmission fluid (ATF).



J-45096 Transflow Transmission Cooler Flusher

TIP: Use only DEXRON-VI automatic

transmission fluid in the J-45096 tool. While the transmission fluid requirement for the listed vehicles is different than DEXRON-VI, flushing the cooler with DEXRON-VI is an acceptable service procedure. Very little fluid remains in the cooler after the flush procedure and the residual DEXRON-VI ATF in the cooler is compatible with the listed vehicles' transmission fluid.

When using the tool in the flush mode, ATF is cycled through the transmission oil cooling system. High-pressure air is automatically injected into the fluid stream, adding agitation to the ATF oil, to help remove contaminated oil and debris.

In the flow mode, the electronic flow meter measures the flow capability of the transmission oil cooling system. The display indicates the ATF oil flow rate in gallons per minute (GPM) along with the amount of ATF in the supply vessel, supply vessel ATF temperature, machine cycles and the operating mode. The required minimum ATF oil flow rate reading is directly related to the supply oil temperature.

In the code mode, a random, encrypted code is generated that can be used for verification of flow test results. After completing the flush and flow testing, the testing flow rate (in GPM), temperature, cycle number and seven-digit flow code must be recorded on the repair order.

Current essential cooler line adapters are used to connect the J-45096 to the transmission oil cooler lines, which enables the tool to adapt to most GM passenger cars and light-duty trucks. If an adapter is not available, one can be made using a barbed hose connector and a rubber hose obtained locally.

For information about vehicles with automatic transmissions that use DEXRON-III or DEXRON-VI transmission fluid, refer to Bulletin #02-07-30-052H.

Thanks to Dave Peacy and Mark Kevnick

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When a Tool Number Isn't a Tool

Today's GM Service Information (SI) is typically authored in one location and then translated for use in many different countries. This requires resources and input from all GM global regions to determine the best service strategies and special tools needed to properly repair GM vehicles. The goal is to have common service procedures and special tools when new vehicles are launched.

Since the 2003 model year, all new special tools have used a global tool number that begins with a prefix of two alpha characters followed by five numbers (e.g. EN-49010 – Flywheel Holder). There are six tool groups:

GE General
EN Engine
DT Transmission
CH Chassis
EL Electrical, SIR
BO Body, Frame, Trim

Tools created before the global tool numbering system was implemented in 2003 are referred to as legacy tools. They may have several different numbering formats depending upon which GM global region created the tool. Tools with a single "J" prefix identify tools developed primarily in North America, whereas a "KM" prefix indicates the tools were developed primarily in Europe. Both are followed by 3, 4, or 5 numerals. A suffix indicates the tool has been revised, superseded or is part of a kit.

Every attempt is made to minimize the need for new essential tools each model year by using existing tools from prior models and other GM global regions. Legacy tools within each GM global region are reviewed for each new vehicle launch prior to the development of new tools. This is why it's important to never discard old special tools as additional applications may be found to avoid new tool releases.

If a legacy tool from one GM global region (J or KM) is found to work on a new vehicle, it can be used in other GM global regions. In these cases, a duplicate Administrative Tool Reference Number is created to add the global tool prefix to the legacy numbering. For example, chassis tool KM-12345 becomes CH-12345. The Administrative Tool Reference Number is used in the SI procedure as a reference. The numbering sequence does not change, only the prefix. This allows the use

of the same procedure in all GM global regions with the intent to achieve consistency in special tool numbering.

When working within SI, if you see a tool number that is not familiar to you, click the Special Tools link in the procedure. This will take you to the Special Tools table, where the local number is listed along with all the regional tool numbers associated with that tool. These special tool numbers may have originated in other GM global regions, such Europe, Korea, Australia or Brazil. Choose the number that is recognized in your location. For North America, these will typically be the J-numbered tools. Each tool will be physically marked with the released tool number. Tools are not marked with the SI Administrative Tool Reference Number.

Illustration	Tool Number/Description	
	CH-34730-262 (Reference Number)	
	J-34730-262 (Actual Number)	
	Fuel Pressure Test Gauge Adapter	
	CH-35800-A (Reference Number)	
	J-35800-A (Actual Number)	
	Fuel Injector Cleaner	

TIP: When ordering tools from SPX (Kent-Moore) or viewing the SPX website, use the entire legacy tool (actual) number and not the SI Administrative Tool Reference Number.

For more information about the special tool numbering system, refer to Bulletin #03-00-89-005A.

Later this year, a new special tool reference strategy that eliminates the need for the Administrative Tool Reference Numbers in SI will be implemented. Thanks for your patience during the transition to this improved methodology.

(Thanks to Russ Dobson and Bob Scherer

No Communication with the Power Steering Control Module

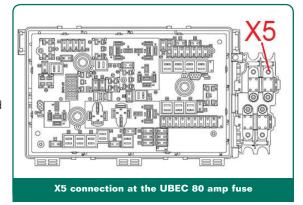
A Service Power Steering message may be displayed intermittently on the Driver Information Center of the 2012 Verano while driving. During diagnosis, there may not be any communication with the Power Steering Control Module (PSCM). Plus, DTC U0131 (Lost Communication with Power Steering Control Module) may be set in other control modules.

TIP: When using GDS 2, if a "Power Steering Not Supported" message is received, delete the vehicle session

from GDS 2 and reload the vehicle to verify the correct RPOs were selected when building the vehicle.

Inspect for a loose X5 connection at the Underhood Bussed Electrical Center (UBEC) 80 amp fuse for the PSCM. If the X5 connection is found to be loose, repair as necessary and verify repairs.

Thanks to Bryan Brunner



The Cost of Not Doing Your Homework

What's the cost of not following the proper diagnostic procedures? In one case, a new transmission.

Strategy-Based Diagnosis has been emphasized for a long time. A recent real-life example illustrates what happens when a technician doesn't perform Step 5 - Check for related Bulletins, Recalls and Preliminary Information (PI), or when that information isn't followed or is disregarded.

A 2011 Avalanche was brought in to a dealership with an illuminated Check Engine light and an erratically shifting and jerking transmission. This vehicle is equipped with a 6L80 automatic transmission.

After a road test, the technician found that the line pressure was erratic. He then dropped the transmission pan and, during inspection, found that the transmission fluid filter was split along the seam. The filter was replaced and the transmission was refilled with fluid.

When the vehicle returned with the same condition, the filter was replaced again. After calling TAC and getting additional information (#PI 0488A) about inspecting the pump when a cracked or split filter is found, the filter was replaced once more; this time with an aftermarket filter.



Spilt transmission fluid filter caused by a damaged pump

#PI0488A covers a no forward, no reverse or slipping condition on the 6L80 and 6L90 6-speed automatic transmission on some 2010-2012 CTS V, Escalade models, Avalanche, Camaro, Corvette, Express, Silverado, Suburban, Tahoe, Savana, Sierra, Yukon and Yukon XL models. It points out that if the filter is cracked or split, the fluid pump should be disassembled and inspected for possible damage, such as a scored pump rotor or pump vanes, scored pump cover or pump rotor pocket, or a cracked pump slide. The transmission also should be evaluated for any possible distress to the clutches.

Upon inspection, the first, and obvious, repair is to replace the damaged filter. The second, and less obvious, repair is to inspect the pump. But if information in a PI doesn't make sense, it should not be ignored, which in this case, it was.

The damaged pump can send a high pressure fluid spike down the filter neck on a cold start, resulting in the filter body cracking or the filter seam splitting. The filter itself is not defective. If the damaged pump isn't replaced in time, it can lead to clutch damage due to low line pressure and possible transmission replacement.

After a total of four filter replacements and further road testing, a replacement transmission was ordered. Had the technician done the proper Service Information research when the first damaged filter had been found, even if the information in the PI didn't appear to make sense at first glance, following the PI and checking the pump would have lead to a quick and correct repair. Repairing the pump would have been much less expensive than replacing the transmission.

The final result of this repair is that GM did not pay for the transmission replacement. It was a costly mistake and an unnecessary repair.

Remember to follow Strategy-Based Diagnosis and check the Service Information for the latest Bulletins and Pls. These resources have been put in place to help avoid expensive and unnecessary repairs that waste technicians' time, lead to needless parts replacement, drive up warranty costs, and cause customer dissatisfaction.

Thanks to Dave Peacy

Duramax Diesel Exhaust Gas Temperature Sensor Four Reading Incorrectly

During normal diagnosis of a 2011-2012 Express, Silverado, Savana, or Sierra equipped with the 6.6L Duramax diesel engine (RPOs LGH, LML), it may be noticed that the Exhaust Gas Temperature sensor four (EGT 4) is reading incorrectly. This may be noticed with or without any EGT DTCs.

If a 2012 model year vehicle is inadvertently built as a 2011 model year vehicle, some of the data parameters on the Tech 2 may be incorrect. If this is encountered, make sure all the vehicle identification information has been input correctly.

A 2012 diesel-equipped vehicle built as a 2011 vehicle will show EGT 4 at or near 1000° C/1850° F. If a reading of 1000° C/1850° F has been found on EGT 4, do not replace the sensor until after checking that the vehicle is built correctly on the Tech 2.

If an incorrect reading is found, and the vehicle identification has been input correctly, continue with the appropriate Service Information diagnostic for the symptom or DTC.

() Thanks to Donald Langer

New Flex Fuel Decal Replaces Badge

The Flex Fuel E85 badge commonly found on the rear of many flex fuel vehicles has been changed on the 2012 Equinox and Terrain. The liftgate Flex Fuel badge has been replaced with a Flex Fuel decal located on the fixed rear quarter glass.





The VIN breakpoints are:

Equinox

Ingersoll Assembly (Identified by a 6 as the 11th digit of the VIN) VIN 2GNALFEK4C6283899 Build Date: February 22, 2012

Oshawa Assembly (Identified by a 1 as the 11th digit of the VIN) VIN 2GNALPEK8C1262640 Build Date: March 5, 2012

Terrain

VIN 2GKFL8E57C6283565 Build Date: February 22, 2012

To ensure all vehicles get the E85 Flex Fuel identifier, during a 48 hour change-over period, a number of vehicles were produced with both the badge and the window decal. Vehicles built on or after the build dates are built with the E85 window decal.

If owners notice the E85 Flex Fuel badge is missing from the liftgate, point out the decal located on the fixed rear quarter glass. Do not order or install an E85 Flex Fuel badge on the liftgate.

(Thanks to Doug Daugherty

Anti-Tamper Bracket Installation

To discourage unqualified individuals from attempting to repair the high-voltage battery cooling system, Volts built after January 27, 2012 (VIN# CU113809 and higher) are shipped with an anti-tamper bracket assembly in the rear compartment. The bracket is to be installed at the dealership during Pre-Delivery Inspection (PDI). The PDI form has been updated with this new step.

The anti-tamper bracket assembly must be installed to the passenger-side of the high-voltage battery/power electronics coolant surge tank assembly after the coolant level is adjusted.



After completion of the PDI road test, adjust the coolant level to the top of the seam in the middle of the surge tank. This slight overfill condition will protect for the purging of trace amounts of air in the system that wasn't purged during the road test.

Bracket Installation

Final adjustment of the coolant level must be followed by the installation of the antitamper bracket. The anti-tamper bracket





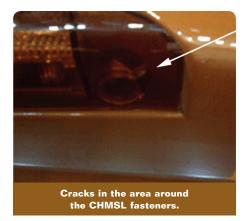


R&I procedure can be found in the Service Information. Installation can be considerably streamlined with the use of a 10mm ratcheting box-wrench placed under the radiator upper cross-bar.

Thanks to Scott Jesnig

High Wing Spoiler Center High Mount Stop Lamp

The GM Accessory and Camaro Transformer high wing spoiler Center High Mount Stop Lamp (CHMSL) may develop cracks in the area around the fasteners on some 2010-2012 Camaros. If this condition is observed, replace the CHSML only; it is not necessary to replace the spoiler.



The CHMSL kit is currently available through the Warranty Parts Center. Refer to #Pl0685 for complete details.

The cracked CHSML can be removed from the spoiler by removing the caps



that cover the screws, and then removing the screws. Some force may be necessary. Unplug the CHSML from the wiring harness and connect the new CHSML.

The kit includes washers to be used with the new CHMSL fasteners. It is recommended to use Butyl to hold the washers in place during installation of the CHSML. The washers are designed to prevent the cracking from reoccurring. Be sure to tighten the screws to specification.

Thanks to Ann Briedis

Inoperative Cruise Control

On some 2007-2012 Avalanche, Silverado, Suburban, Tahoe, Sierra, Yukon, Yukon Denali, Yukon XL, Yukon Denali XL models equipped with a Trailer Brake Controller (RPO JL1), the cruise control may be inoperative and the Trailer Brake Control Module may set DTC B3894 (Stop Lamp Switch Circuit Plausibility Failure).

If normal diagnostics do not lead to a correction, check the Master Cylinder Pressure Sensor parameter listed in the Trailer Brake Control Module data list. If it is displaying pressure with no brake pedal input, there may be a concern with the master cylinder pressure sensor, wiring/terminals, or Electronic Brake Control Module (EBCM).

TIP: On models with Stabilitrak (RPO JL4), the master cylinder pressure sensor is internal to the Brake Pressure Modulator Valve (BPMV)/EBCM.

Thanks to Scott Fibranz

Diesel Exhaust Fluid Quality Poor Message

An Exhaust Fluid Quality Poor message displayed on the Driver Information Center of the 2012 Express, Silverado, Savana, and Sierra equipped with the 6.6L Duramax diesel engine (RPOs LGH, LML) notifies the driver that the Engine Control Module (ECM) has detected a drop in the NOx reduction efficiency of the Selective Catalyst Reduction (SCR) system. The Exhaust Fluid Quality Poor message may be displayed without any set DTCs.

An Exhaust Fluid Quality Poor message does not always mean the fluid is contaminated or needs to be changed. The J-26568 Coolant and Battery Fluid Tester can be used to test the fluid before deciding to discard it.

 Collect a DEF sample of about 150 ml (5 oz.) from the DEF tank in a clear container. The DEF sample should be clear with no obvious coloration when held up to a light. As clean DEF is clear, contamination by any common automotive fluids will cause the DEF to exhibit a trace of color associated with a specific contaminate.

- Windshield washer solvent orange, purple or blue
- Engine coolant orange or green
- Engine oil brown
- Transmission fluid red or brown
- Diesel fuel clear, yellow, green, red or brown
- Observe the DEF sample. It should have an ammonia smell. Clear fluid without the presence of an ammonia odor may indicate water or DEF diluted with water.
- Measure the refractive index of the DEF sample using the J-26568 Tester. The refractive index of pure DEF should be between 1.310–1.3843 at 20° C (68° F). If not within the specified range, drain the remaining DEF and refill the tank with fresh DEF.

 If the DEF tests normal, perform the DEF Quality test with a scan tool. The DEF Quality test should pass. If the test fails, replace the DEF.

If an Exhaust Fluid Quality Poor message is displayed without any set DTCs, diagnose the condition using the appropriate Service Information diagnostics for DTC P20EE (NOx Catalyst Efficiency Below Threshold)/P2BAD (Exhaust NOx Concentration High–Unknown Reason). After making repairs, use the DTC P20EE/P2BAD repair verification and/or SI Document number 2614265 titled "Reductant Fluid Quality Test (with or without DTCs)" to evaluate and clear the Exhaust Fluid Quality Poor message.

Thanks to Donald Langer



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General Motors service tips are intended for use by professional technicians, not a "do-it-yourselfer." They are written to inform those technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions and know-how to do a job properly and safely. If a condition is described, do not assume that the information applies to your vehicle or that your vehicle will have that condition. See a General Motors dealer servicing your brand of General Motors vehicle for information on whether your vehicle may benefit from the information.

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Wobble Felt during Acceleration through 1-2 Shift

On some 2011-2012 Regals, a wobble sensation may be felt in the vehicle or steering when accelerating from a stop through the 1-2 shift and/or there may be a slip/stick condition when the vehicle shifts from 1-2 up to approximately 20 mph. The condition may be easier to duplicate with a passenger in front and/or turning to the right while accelerating.

A new design half shaft is now available to address this condition. Order both the left and right half shafts.

LH Front Wheel Drive Shaft	P/N 22870110	
RH Front Wheel Drive Shaft	P/N 22870111	

TIP: Once these half shafts have been installed, perform the following break-in procedure:

- 1. From a stop, accelerate at wide-open-throttle through the 1-2 shift up to 40 mph.
- 2. Decelerate to a stop.
- 3. Repeat steps 1 & 2 a total of 20 times.
- (Thanks to Christopher Crumb

Lack of Power Steering Assist

There may be a lack of power steering assist on some 2013 Regals equipped with electric power steering (RPO NJ1). This condition may be caused by a poor connection at G111.

On vehicles built prior to August 26, 2011, the nut on the ground post may have been loose, which may have allowed paint to enter under the nut and negatively impact the ground connection.

Remove the nut and wire from ground post G111 and inspect the base of the ground post and the base of the ground nut. If paint



is found, clean the ground post base and replace the M6 nut (GM P/N 11609767). Torque the nut to 8 Nm (71 lb. in.).

(§) Thanks to Bryan Brunner

Service Know-How

10212.04D Emerging Issues

April 12, 2012

To view Emerging Issues seminars:

Log in to www.gmtraining.com, select Service Know-How/ TECHAssist from the menu, select Emerging Issues, and then Searchable Streaming Video to choose the current Emerging Issues seminar or past programs.

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Car Issues – Fix It Right the First Time

Model Year(s)	Vehicle Line(s)/Condition	Do This	Don't Do This	Reference Information/Bulletin
2012	Cruze, Verano, Volt — Knock or pop noise heard when coming to a stop or at low speeds over small bumps	Verify noise is coming from front struts. New parts will soon be available in Service	Replace any suspension components at this time	PI0645A
2011-2012	Regal — Center console (storage bin/ash tray) door will not open or stay closed	Zip-tie lower harness so it does not interfere with storage bin/ashtray opening and closing	Replace storage bin/ashtray	PI0317A
2012	Impala — MIL On, various DTCs set including P0641 and/or P06A3, IPC inoperative, display fuse blown	Inspect wiring harness at right front of trans housing	Replace parts	PI0631A
2010-2013	LaCrosse, Malibu, Regal — Groan, squeak or rubbing type noise when turning steering wheel	Confirm issue and replace boot	Assume no problem if the noise goes away in the service garage - noise is sensitive to temperature	PI0659
2011-2012	Regal — Wind noise from rear side door stationary window	Adjust the vertical window channel	Replace the stationary window	PI0672
2012	Regal — Squeal or squeak noise on brake apply	Inform customer that OE pads are required for track usage	Use replacement pads for high energy braking usage	PI0676
2011-2012	Regal — Radio controls inoperable	Perform the PI but refer to SI for trim panel replacement if problem remains	Pry any of the buttons	PI0679
2011-2013	All Vehicles — Engine oil dye may be mistaken for contamination on low mileage engines	Use a black light to determine if it is dye in the oil	Change the oil for this condition. Oil dye is not adverse to the wear of the engine	Pl0275B
2011-2012	Cruze, Sonic — Information for No Trouble Found (NTF) turbochargers returned to WPC	Rule out other sources for oil and coolant leaks before condemning the turbocharger	Don't assume oil or coolant in the exhaust is coming from the inside of the turbocharger	PI0675
2012	Cruze, Equinox, Malibu, Orlando, Regal, Terrain, Verano — Loss of GPS signal, low fuel, XM volume, audio button functionality, not able to set clock, factory settings option inoperable	Monitor bulletin for software release	Replace radio	PI0663
2012	Equinox, LaCrosse, Malibu, Regal, Terrain, Verano, Volt — Intermittent Pandora operation with Verizon phones	Ensure that the issue does not occur without the phone connected to the vehicle	Replace radio	PI0665
2012 and prior	All Vehicles — Wheel alignment specifications, requirements and recommendations for GM Vehicles.	Use specifications from SI	Use specifications provided by alignment equipment supplier without confirming with SI	05-03-07-009D
2006-2012	All Vehicles — Power steering fluid leak from power steering pump, gear or high pressure hose during extreme low temperature operation	Use low temperature P/S fluid.	Refill with conventional fluid	12-02-32-002
2007-2012	All Vehicles — Power steering fluid leak at fluid reservoir or reservoir connection	Do a complete repair, including pump if reservoir shows signs of heat stress	Replace reservoir only	PI0671
2007-2012	Acadia, Enclave, Outlook, Traverse — Hazard button, HVAC or DIC control buttons may stick when depressed	Modify the IP trim panel	Replace the switch assembly	09-08-49-004A
2004-2012	Acadia, Aura, Camaro, CTS, Enclave, Equinox, G6, G8, LaCrosse, Malibu, Outlook, SRX, STS, Terrain, Torrent, Traverse, Vue — Intermittent engine hesitation or flutter without DTC	Follow Chart for model year to determine proper location of the master camshaft solenoid. Check wiring terminal/pin drag	Just replace solenoid.	PI0090E
2012	Acadia, Camaro, Enclave, Equinox, Impala, LaCrosse, Orlando, Regal, SRX, Terrain, Traverse, Verano — Information on DTC P062F set or in history	DTC P062F can falsely set during a low battery condition. Correct the cause for the low battery condition	Do not replace the ECM	PI0682
2011-2012	Cruze — A/C compressor noisy when not operating	Replace A/C Compressor	Replace any Engine Components	PI0673
2006-2012	Corvette — Front tire chatter/noise vs. rear differential chatter	Follow the procedure outlined in the bulletin to verify the noise is tire related	Change the differential fluid or add a differential fluid additive	09-04-20-001B

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Truck Issues – Fix It Right the First Time

Model Year(s)	Vehicle Line(s)/Condition	Do This	Don't Do This	Reference Information/Bulletin
2006-2009	Corvette, Escalade, Escalade ESV, Escalade EXT, G8, H2, Sierra, Silverado, STS, Suburban, XLR, XLR-V, Yukon, Yukon Denali, Yukon XL, Yukon XL Denali — Slips in Reverse or Third, delayed Reverse or Drive engagement, DTC P0776, P2715, P2723, harsh 2-3 shifts	For concerns of slips in Reverse or Third, delayed Reverse or Drive engagement, DTC P0776, P2715, P2723, or harsh 2-3 shifts, inspect the 1-2-3-4 / 3-5-R housing for a cracked weld	Replace the transmission or make transmission repairs without inspecting the 1-2-3-4 / 3-5-R housing for a cracked weld	09-07-30-004F
2012	Sierra — Winter cover does not fit correctly or incorrect part number provided with truck	Replace winter cover with correct part number 25832608	Do not attempt to use original winter cover	PI0678
2008	Canyon, Colorado, Envoy, Envoy XL, Envoy XUV, H3, SAAB 9-7X, TrailBlazer, TrailBlazer EXT — Vehicle will not start, dead battery	Follow bulletin directions to identify possible parasitic draw	Replace the VCIM or XM receiver	09-06-03-003D
2009-2012	Acadia, Enclave, Equinox, Escalade, Escalade ESV, Escalade EXT, Lucerne, Outlook, Torrent, Traverse, Vue — Information for navigation radio OnStar® Destination Download (ODD) inoperative for certain destinations	Obtain appropriate software from the navigation disc center	Replace radio or VCIM	PI0638A
2007-2012	Escalade, Sierra, Silverado, Suburban, Tahoe, Yukon, Yukon XL — Perceived fluid leak at steering gear adjuster plug	Clean dye, and retest for leaks	Replace steering gear	PI0510A
2011-2012	Acadia, Enclave, Traverse — Creak type noise from driver and/or passenger seat track front mounting area	Install shim under seat	Replace the seat track assembly	PI0521C
2007-2012	Escalade, Escalade ESV, Suburban, Tahoe, Yukon, Yukon Denali, Yukon XL, Yukon XL Denali — Seat rattle and/or hard to latch and unlatch, power release fold and tumble not fully functioning	Shim seat riser plat to obtain a level surface	Replace seat frame or hardware	07-08-50-022B
2012	Avalanche, Escalade, Escalade ESV, Escalade EXT, Impala, LaCrosse, Regal, Sierra, Silverado, SRX, Suburban, Tahoe, Yukon, Yukon XL — Fuel gauge reading low, slow/delayed response after fuel fill	Check gauge operation for slow movement during first fuel fill and prior to delivery to the customer and replace fuel level sensor if required	Deliver vehicle without gauge response check being performed	PI0658
2010-2011	Equinox, LaCrosse, SRX, Terrain — Remote Vehicle Start intermittently inoperative.	Reprogram the BCM with revised calibration	Replace remote transmitters or other keyless entry components	PI0441A
2007-2012	Avalanche, Escalade, Escalade ESV, Escalade EXT, Sierra, Silverado, Suburban, Tahoe, Yukon, Yukon Denali, Yukon XL, Yukon XL Denali — Hydraulic power steering leak at hose connection to steering rack	Replace hose-to-gear duckbill seals	Replace steering gear or hoses for this leak	12-02-32-001



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